RECITATION OF CLAIMS

Claims 1 – 24 (Cancelled)

25. (Currently amended) In combination, a roadway under construction and a temporary protective ramp ~~adapted for use~~removably disposed on ~~a~~the roadway under construction, the roadway under construction having a roadway surface under construction and an obstruction elevated above the roadway surface under construction at a height corresponding to an expected elevation of ~~the~~a finished roadway surface upon completion of construction, the temporary protective ramp ~~being adapted for~~ removably~~e placement~~ disposed adjacent the elevated obstruction ~~to prevent damaging impact of the elevated obstruction and damaging impact of vehicles traveling on the roadway under construction~~; the temporary protective ramp comprising:

an assembly of a plurality of individual, adjacently disposed, removably interlockable~~ing~~ first ramp segments, wherein each said first ramp segments includes:

a substantially horizontal base ~~lower surface adapted for~~ contacting the roadway surface under construction~~during use~~;

an upper surface ~~adapted for contact with vehicle wheels during use, said upper surface inclined downwardly~~sloped from a first edge at an apex of said ramp segment to a second edge opposite said first edge, wherein said first edge apex has a predetermined height substantially the same as the height of the elevated obstruction above the roadway surface under construction;

opposing side edges having complementary coupling formations ~~adapted for~~ removably interlockable~~ing~~ with said opposing side edges of another one of said

adjacently disposed first ramp segments;

whereinby in use, said first edge of each of said plurality of individual, adjacently disposed, removably interlockableing first ramp segments is positionedable adjacent the elevated obstruction with said base lower surface contacting the roadway surface under construction, and whereinby said sloped upper ramp surface plurality of individual, adjacently disposed, removably interlocking first ramp segments will form a temporary ramp assemblyprovides a transition from the roadway surface under construction to the elevated obstruction such that vehicles traveling on the roadway surface under construction ride up and over the elevated obstruction without damage.

26. (Previously presented) The combination of claim 25 wherein said upper surface of said first ramp segments have a slope of at least approximately 1:20.

27. (Currently amended) The combination of claim 26 wherein said elevated obstruction on the roadway surface under construction is substantially linear, and wherein said first ramp segments are substantially rectangular; and

whereby in use, said plurality of adjacently disposed rectangular first ramp segments form a rectangular ramp for placing adjacent the substantially linear elevated obstruction.

28. (Withdrawn – currently amended) The combination of claim 26 wherein said elevated obstruction on the roadway surface under construction is substantially circular, and wherein said plurality of first ramp segments are substantially arcuate with said first edge of each said first ramp segments having an inner radius substantially corresponding to a radius of the

substantially circular elevated obstruction, and wherein said opposing side edges extend substantially radially outward from said first edge;

whereby ~~in use~~, said plurality of adjacently disposed arcuate first ramp segments form an annular ramp ~~for placing~~ around the substantially circular elevated obstruction.

29. (Currently amended) The combination of claim 26 wherein said temporary protective ramp further comprising a plurality of individual, adjacently disposed, removably interlockable~~ing~~ second ramp segments, each said second ramp segments having:

a substantially horizontal base ~~lower surface adapted for~~ contacting the roadway surface under construction~~during use~~;

an upper surface ~~adapted for contact with vehicle wheels during use, said upper surface~~ inclined downwardly at a slope of at least approximately 1:20 from a first edge at an apex of said second ramp segment to a second edge opposite said first edge, wherein said first edge apex of said second ramp segment is at a height substantially the same as a height of said second edge of said adjacently disposed one of said first ramp segments, and wherein at least said second edge of said first ramp segments and said first edge of said second ramp segments include complementary removably interlockable coupling formations ~~for removably interlocking said first ramp segments with said second ramp segments~~; and

opposing side edges having complementary coupling formations ~~adapted for~~ removably interconnectable~~ing~~ with said side edges of another one of said adjacently disposed second ramp segments,

whereby said plurality of individual, adjacently disposed, removably interlockable~~ing~~ first and

second ramp segments form a temporary ramp assembly with a slope of at least approximately 1:20 such that~~to allow~~ vehicles traveling on the roadway surface under construction ~~to~~ ride up and over the elevated obstruction without damage.

30. (Currently amended) The combination of claim 29 wherein said elevated obstruction on the roadway surface under construction is substantially linear, and wherein said first and second ramp segments are substantially rectangular;

whereby ~~in use~~, said plurality of adjacently disposed rectangular first and second ramp segments form a rectangular ramp ~~for placing~~ adjacent the substantially linear elevated obstruction.

31. (Withdrawn – currently amended). The combination of claim 29 wherein said elevated obstruction on the roadway surface under construction is substantially circular, and wherein said plurality of first and second ramp segments are substantially arcuate with said first edge of each said first ramp segments having an inner radius substantially corresponding to a radius of the substantially circular elevated obstruction, and wherein said first edge of each said second ramp segments have an inner radius substantially corresponding to a outer radius of the second edge of the first ramp segments, and wherein said opposing side edges of said first and second ramp segments extend substantially radially outward from said first edge;

whereby ~~in use~~, said plurality of adjacently disposed arcuate first and second ramp segments form an annular ramp ~~for placing~~ around the substantially circular elevated obstruction.

32. (Previously presented) The combination of claim 25, wherein said first ramp

segments are elastomeric.

33. (Withdrawn) The combination of claim 32 wherein said first ramp segments include a metal core.

34. (Cancelled)

35. (Currently amended) The combination of claim 25, wherein said first ramp segments further comprise fastener openings for receiving fasteners therethrough to removably secure said first ramp segments to the roadway surface under construction~~while in use~~.

36. (Previously presented) The combination of claim 29, wherein said first and second ramp segments are elastomeric.

37. (Withdrawn) The combination of claim 36 wherein said first and second ramp segments include a metal core.

38. (Cancelled)

39. (Currently amended) The combination of claim 29, wherein said first and second ramp segments further comprise fastener openings for receiving fasteners therethrough to removably secure said first and second ramp segments to the roadway surface under construction~~while in use~~.

40. (Cancelled)

41. (Cancelled)

42. (Withdrawn – currently amended) A method of constructing a roadway having a roadway surface under construction and an obstruction elevated above the roadway surface under construction at a height corresponding to an expected elevation of ~~the~~a finished roadway surface upon completion of construction, said method comprising the steps of:

(a) providing a temporary ramp assembly, said temporary ramp assembly comprising a plurality of individual ramp segments, wherein each of said ramp segments includes:

(i) a substantially horizontal base~~lower surface adapted~~ for contacting the roadway surface under construction during use;

(ii) an upper surface ~~adapted~~ for contact with vehicle wheels during use, said upper surface sloped~~inclined downwardly~~ from a first edge at an apex to a second edge opposite said first edge, and wherein said first edge apex has a predetermined height substantially the same as the height of the elevated obstruction above the roadway surface under construction;

(iii) a third edge having coupling formations extending therefrom;

(iv) a fourth edge having coupling formations formed therein complementary to said coupling formations extending from said third edge;

(b) placing a first one of said ramp segments on said roadway surface under construction such that said base~~lower surface thereof~~ is in contact with the roadway surface under construction and with said first edge thereof adjacent the elevated obstruction;

(c) placing at least a second one of said ramp segments on said roadway surface under construction such that said base~~lower surface thereof~~ is in contact with the roadway

surface under construction and with said first edge thereof adjacent the elevated obstruction;

(d) positioning said fourth edge of said at least said second one of said ramp segments adjacent said third edge of said previously placed said first one of said ramp segments;

(e) interlocking said coupling formations extending from said third edge of said first one of said ramp segments with said coupling formations formed in said fourth edge of said at least said second one of said ramp segments, whereby said interlocking, adjacently disposed said first one and said at least said second one of said ramp segments forms a temporary ramp assembly disposed adjacent the elevated obstruction;

(f) maintaining said temporary ramp assembly on the roadway surface under construction adjacent the elevated obstruction thereby providing a transition from the roadway surface under construction to the elevated obstruction such that vehicles traveling on the roadway under construction may ride up and over the elevated obstruction without damage until said roadway surface under construction is ready to be paved;

(g) removing said first one and said at least said second one of said ramp segments from the roadway surface under construction prior to placing pavement adjacent the elevated obstruction; and

(h) placing pavement on the roadway surface under construction adjacent the elevated obstruction.

43. (Withdrawn) The method of claim 42 wherein said upper surface of said ramp segments has a slope of at least approximately 1:20.

44. (Withdraw – currently amended) The method of claim 43 wherein said elevated obstruction on the roadway surface under construction is substantially linear, and wherein said first one and said at least said second one of said ramp segments are substantially rectangular.

45. (Withdrawn – currently amended) The method of claim 43 wherein said elevated obstruction on the roadway surface under construction is substantially circular, and wherein said first edges of said first one and said at least said second one of said ramp segments are substantially arcuate with an inner radius substantially corresponding to a radius of the substantially circular elevated obstruction, and wherein said third edges and fourth edges thereof extend substantially radially outward from said first edges thereof.

46. (Withdrawn) The method of claim 42, wherein said ramp segments are elastomeric.

47. (Withdrawn) The method of claim 46 wherein said ramp segments include a metal core.

48. (Withdrawn – currently amended) The method of claim 42, further including removably securing said ramp segments to the roadway surface under construction with fasteners received ~~wherein said ramp segments further comprise~~ within fastener openings through ~~for receiving fasteners therethrough to secure~~ said ramp segments ~~to the roadway while in use~~.